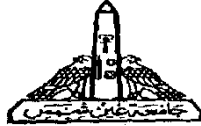


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FACULTY OF ENGINEERING
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**ESTIMATION OF PARKING RATES FOR SOME
DIFFERENT LAND-USES IN GREATER CAIRO**

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H.A



By

**HASSAN ABD ELZAHER HASSAN MAHDY
B.Sc. CIVIL ENGINEERING,
AIN SHAMS UNIVERSITY, 1991.**

**A Thesis submitted to
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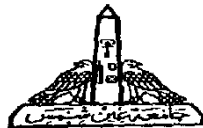
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Degree of Master of Science in
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UNDER DIRECT SUPERVISION OF

Dr. ISSA ABDALLA MOHMED SARHAN,
Professor of Highway and Traffic Engineering,
Public Works Department, Faculty of Engineering, Ain Shams University.

Dr. OSAMA HUSSEIN OKAIL,
Associate Professor of Highway and Traffic Engineering,
Public Works Department, Faculty of Engineering, Ain Shams University.

Dr. MOSTAFA SABRY ALY,
Associate Professor of Transportation and Traffic Engineering,
Public Works Department, Faculty of Engineering, Ain Shams University.



STATEMENT

The dissertation is submitted to Ain Shams University for the degree of Master of Science in Civil Engineering.

The work included in this thesis was carried out by the author in the Department of Public Works, Ain Shames University.

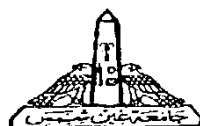
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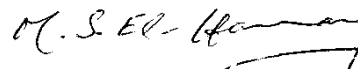
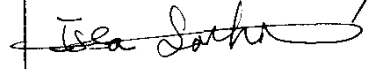
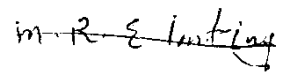


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By
HASSAN ABD ELZAHER HASSAN MAHDY
B.Sc. CIVIL ENGINEERING,
AIN SHAMS UNIVERSITY, 1991

This thesis for the partial fulfillment of the M.Sc. degree had been
approved by:

Name	Signature
Prof. Dr. MOHAMED SALAH ELHAWARY. Prof. of Highway, Traffic and Airport Engineering, Faculty of Engineering, Ain Shams University.	
Prof. Dr. ISSA ABDALLA MOHAMED SARHAN. Prof. of Highway and Traffic Engineering, Faculty of Engineering, Ain Shams University.	
Prof. Dr. MOHAMED RASHAD NASSR ELMITINY. Prof. of Highway and Traffic Engineering, Faculty of Engineering, Cairo University.	

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ABSTRACT

ABSTRACT

Traffic problems resulting from parking continuously increase, specially in large and crowded cities, like Cairo, where parking demand being greater than the supply, cause troubles that in turn result in traffic delays and reduction in the capacity of the road's network of the city. In addition, traffic accidents increase with the increase of traffic parking problem. What makes the problem more serious, is the intensification of activities generating parking in certain regions, while, on the other hand, no adequate parking spaces to meet the expected parking demand are made available in those regions. This research aims at the determination of practical parking rates, for different land uses, that are suitable for both local circumstances and user's characteristics, and meanwhile match with the land use.

In this research the term "land use" represent the different types of activities and parcels, in grater Cairo, which generate parking.

Moreover the present research aims at identification of the different factors influencing the parking demand, and that for each one of those activities. This will help achieving general parking rates that can be used in different circumstances. The activities considered in this research are: theaters, sport clubs, un-subsidized hospitals, partially subsidized hospitals, subsidized hospitals, sport stadiums and hotels.

A programme of field parking surveys were conducted to gather data about the parking requirements for each of the activities aforesaid. Parking forms were specially designed for different land uses. Other forms were designed for land use survey. Then data was analyzed, and parking rates for different activities under consideration were deduced. The factors affecting the parking rates were also assessed.